County of San Diego

DEPARTMENT OF PUBLIC WORKS

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April 13, 2006

CEQA Initial Study - Environmental Checklist Form
(Based on the State CEQA Guidelines, Appendix G Rev. 10/98)

1. Project Name/Number:

   Viejas Boulevard Bridge Replacement Project – 1C8397

2. Lead agency name and address:
   County of San Diego, Department of Public Works
   5469 Kearny Villa Road, Suite 305
   San Diego, CA 92123-1152

3. a. Contact: Wendy Orth, Environmental Planner
   b. Phone number: (858) 874-4148
   c. E-mail: wendy.orth@sdcounty.ca.gov

4. Project location:

   The proposed project is located in eastern San Diego County in the unincorporated community of Descanso, approximately 90 feet south of the intersection of Viejas Boulevard and River Drive. The project site is located in the U.S. Geological Survey (USGS) Descanso Quadrangle, Section 19 Township 15 South, Range 4 East (Figures 1 and 2).

   Thomas Brothers Coordinates: Page 1236, Grid A2

5. Project sponsor's name and address:

   County of San Diego
   Department of Public Works
   Engineering Services, MS 0340
   5555 Overland Avenue
   San Diego, CA 92123

6. General Plan Designation

Community Plan:	Central Mountain Subregional Plan/Descanso Sponsor Group
Land Use Designation:	Collector Road
Density:	N/A

7. Zoning

Use Regulation:	N/A
Density:	N/A
Special Area Regulation:	N/A

8. Description of project (Describe the whole action involved, including but not limited to later phases of the project, and any secondary, support, or off-site features necessary for its implementation):

   The Viejas Boulevard Bridge Replacement Project is located in the unincorporated community of Descanso in the eastern portion of San Diego County, California. The Viejas Boulevard Bridge crosses over the Sweetwater River just north of the confluence of the Sweetwater River and Samagatuma Creek, approximately 30 meters (98.4 feet) south of the intersection of Viejas Boulevard and River Drive. The project site is located on the U.S. Geological Survey (USGS) Descanso Quadrangle, Section 19, Township 15 South, and Range 4 East.

   The Viejas Boulevard Bridge Replacement Project involves the replacement of the existing structurally deficient bridge, which no longer satisfies present day safety standards, to accommodate the 100-year flood and improve traffic safety. The planned bridge will span 36.6 meters (120 feet) and be supported by two abutments, spaced 38.1 meters (125 feet) apart. The north abutment will be 4.3 meters (14 feet) north of the existing abutment, while the south abutment will be 7.9 meters (26 feet) south of the existing abutment. The south side of the Sweetwater River channel will be widened at the proposed bridge site to accommodate the new position of the abutment and to allow for Q100 flood passage. Excavation for lengthening the bridge and channel grading of the streambed upstream and downstream of the bridge to accommodate the 100-year flood will be 4,800 cubic yards (CY). There will be 412 CY of structural backfill and 901 CY of structural concrete for the bridge. In addition the project will require 337 CY of structural concrete for the bridge footing. Construction of the detour road will require imported borrow material.

The deck will be concrete and 13.9 meters (45.5 feet) wide with two travel lanes, shoulder lanes, and a pedestrian walkway separated by an inboard railing. The planned bridge will be located in the same location and alignment as the existing, with no increase in vehicle capacity.

The identified project impact area (PIA) totals 1.837 hectares (4.538 acres). Of this area, the project will result in 1.691 hectares (4.175 acres) of temporary and 0.146 hectare (0.363 acre) of permanent impacts. Temporary impacts consist of 0.019 hectare (0.047 acre) of southern willow scrub, 0.027 hectare (0.065 acre) of southern coast live oak riparian forest, 0.072 hectare (0.179 acre) of open water, 0.157 hectare (0.387 acre) of floodway (i.e., unvegetated channel), 0.983 hectare (2.427 acres) of non-native grassland, 0.020 hectare (0.050 acre) of landscaped vegetation0.020 hectare (0.050 acre) of disturbed habitat, and 0.3887 hectare (0.956 acre) of developed areas. The permanent impacts will be a result of the placement of new, wider abutments and the widening of the channel and will consist of 0.001 hectare (0.003 acre) of southern willow scrub, 0.002 hectare (0.006 acre) of southern coast live oak riparian forest, 0.003 hectare (0.007 acre) of open water, and 0.005 hectare (0.013 acre) of floodway (i.e. unvegetated channel), 0.135 hectare (0.334 acre) of non-native grassland, and 0.006 hectare (0.014 acre) of disturbed habitat.

To maintain access across the Sweetwater River during construction, traffic will be rerouted onto a temporary detour road to be constructed east (downstream) of the existing bridge using temporary fill. Three temporary culverts will be installed underneath the detour road to direct stream-flow and to allow for the movement of wildlife through the PIA. The culverts will be 8 feet in diameter with a 3-foot soft bottom sand base. This will allow for 5 feet of clearance and a native soil bottom. Silt fencing and directional snow fencing will be installed to guide wildlife away from the roadway and through the crossings. The wildlife crossings and detour road will be removed upon completion of the bridge and the entire project site will be restored and revegetated to pre-construction conditions.

While vegetation clearing will occur prior to February 15, 2007 in order to avoid potential impacts to nesting raptors and migratory birds, construction of the proposed project will not begin until July 2007 in order to avoid the 2007 arroyo toad-breeding season, which is defined as March 1st to June 30. Periodic maintenance of the PIA (i.e., mowing) will be performed by Department of Public Works (DPW) road crews to keep the area clear of vegetation between the initial clearing and construction. Construction will occur during daylight hours (no temporary or permanent lighting is proposed) and is anticipated to take approximately twelve (12) consecutive months to complete. As such, construction activities would impact just one arroyo toad-breeding season. However, as discussed below, the project has been scheduled and designed to incorporate features to minimize and avoid potential impacts to this species.

Aerial documentation of the bridge crossing at Sweetwater River from 1928 and 2001 reveal that the river has narrowed at this location over time. Channel grading of the banks is required to meet the Q100 design flood standard, a FEMA requirement of the HBRR Funding program. Opening up the channel to the Q100 design would restore the river channel to a dimension closer to its historical width. Where the channel is widened, the stream banks will not be compacted in order to provide arroyo toad over wintering habitat. By grading the channel in the first phase of construction this avoids doing the work during the arroyo toad-breeding season.

All staging areas will occur in upland disturbed areas, which are a minimum of 45.72 meters (150 feet) from the ordinary high water mark of the waterway. The PIA will be used for equipment movement and construction activities. The detour road will be the mode of access for equipment movement across the streambed.

During bridge demolition and construction, the Standard Best Management Practices (BMPs) as outlined in the Water Pollution Control Plan would be implemented. The BMPs may include, but not limited to:

- Silt Fences
- Fiber Rolls
- Gravel and Sand Bag Berms
- Material Use and Storage
- Material Delivery
- Spill Prevention and Control
- Solid, Hazardous, and Concrete Waste Management
- Outlet Protection/Velocity Dissipation Devices

Project construction will be conducted in five phases: (1) channel grading, detour road construction, and installation of wildlife crossings, (2) existing bridge demolition (3) construct bridge foundations, (4) construct bridge deck and approach roads, and (5) detour road removal and project completion. Site preparation measures, each of the five (5) construction phases listed above, and post-construction activities are described in further detail below.

Site Preparation

Vegetation clearing will occur after August 31, 2006 and before February 15, 2007 in order to avoid potential impacts to nesting raptors and migratory birds. Periodic maintenance of the PIA (i.e., mowing) will be performed by DPW road crews to keep the area clear of vegetation between the initial clearing and construction. In addition, beginning in June, towards the end of the arroyo toad-breeding season (defined as March 1 to June 30), specific conservation measures will be implemented to minimize impacts to the arroyo toad. While formal section 7 consultation, and the resulting Biological Opinion, will identify all required conservation measures, informal consultation with the United States Fish and Wildlife Service (USFWS) has identified conservation measures that will be

implemented prior to project construction, which include the installation of arroyo toad exclusionary fencing and the subsequent completion of toad clearance surveys and the installation of snow fencing to direct wildlife through the wildlife corridor (the entire list of conservation measures are included in the Biological Assessment and the MND).

Phase 1 – Channel Grading, Installation of Wildlife Crossings, and Detour Road Construction

Following installation of the arroyo toad exclusion measures, the first phase of construction, beginning in July 2007, will be initiated. This phase will take approximately one month and will consist of the following:

- Channel grading – (a biologist will be present during the channel grading);
- Install drainage culvert and wildlife crossings under the detour road. (The wildlife crossings consist of three 2.438 meters (8 feet) diameter pipes buried 0.914 meter (3 feet) below grade. The crossings will be closed during this phase;
- Silt fencing/directional snow fencing will be installed around the perimeter of the PIA and at the corridor outlet to direct wildlife through the PIA;
- Construct the detour road (using imported borrow);
- Pave, stripe, and place K-rail for detour road; and
- Place temporary rock slope protection (RSP) for detour road.

Phase 2 - Existing Bridge Demolition

The second phase of construction is anticipated to take one month starting in August 2007. This phase will consist of rerouting traffic to the detour road and demolition of the existing bridge. Filter fabric will be placed under the bridge prior to bridge demolition so construction debris does not mix with the native soil. All debris will be removed from the site and properly disposed of. Demolition of the existing bridge will require temporary closure of the wildlife crossing.

Phase 3 – Construct Bridge Foundations

The third phase of construction of the bridge foundations is anticipated to take approximately four months starting in September 2007 and ending in December 2007. The wildlife crossing will be open throughout this phase of construction, which will consist of demolishing and removing the existing footings; excavating for the abutment footings; construction of the abutment footings, walls, and wing walls; backfilling the abutments; and erecting the falsework/formwork.

Bridge abutments, which provide the structural anchors for the bridge, will be constructed in the upland areas. Abutment construction will require excavation and removal of rock on both banks. To level the ground for the falsework pads, filter fabric or plastic sheeting will be placed over upland undisturbed soil and fill will be placed over the fabric.

Phase 4 – Construct Bridge Deck and Approach Roads

The fourth phase of construction of the bridge deck and approach roads is anticipated to take approximately five months starting in January 2007 and ending in May 2008. The wildlife crossing will be open throughout this phase of construction. This phase will include the following:

- Remove sheet pilings and backfill abutments;
- Construct bridge deck;
- Strip falsework and cleanup;
- Construct approach slabs;
- Construct barrier railing; and
- Grade and pave structure approaches.

The proposed bridge will be a single span arch-style bridge with two abutments and no piers or pilings in the Sweetwater River channel.

Phase 5 – Detour Road Removal and Project Completion

The fifth phase of construction is anticipated to take approximately one month starting in June 2008. The wildlife crossing will be closed prior to initiation of Phase 5, which consists of striping the approach roads and bridge pavement and switching traffic to the new bridge, removal of the detour road and surface finish of the proposed bridge, removal of all construction area signs, and installation of permanent signage. Phase 5 is anticipated to take approximately one month and will occur outside of the rainy season to limit water entering the project site and to avoid downstream sedimentation.

Post-Construction Measures

A Conceptual Mitigation Plan has been prepared for all proposed on-site mitigation and is provided as Appendix C to the Natural Environment Study (NES; November 2005). This plan shall be approved by the California Department of Transportation (Caltrans), California Department of Fish and Game (CDFG), Regional Water Quality Control Board (RWQCB), and U.S. Army Corps of Engineers (USACE), and implemented after construction is complete. This plan provides a planting plan for the restoration/creation areas, restoration methods, and success criteria. Revegetation with native species will occur in portions of the channel bottom and

banks, which will minimize sedimentation and enhance arroyo toad habitat. Hydroseed containing native plant species will be sprayed on the channel slopes to stabilize the soil and minimize invasion by non-native species. Two low-flow channels with shallow banks will be graded into the floodplain restoration area to enhance arroyo toad breeding habitat. Approximately 0.019 hectare (0.047 acre) of southern willow scrub, 0.027 hectare (0.065 acre) of coast live oak riparian forest, 0.983 hectare (2.427 acres) of non-native grassland, 0.157 hectare (0.387 acre) of floodway, and 0.072 hectare (0.179 acre) of open water will be restored within the impact area, and 0.002 hectare (0.006 acre) of southern willow scrub, 0.004 hectare (0.0121 acre) of coast live oak riparian forest, 0.006 hectare (0.014 acre) of non-native grassland, 0.005 hectare (0.013 acre) of floodway, and 0.003 hectare (0.007 acre) of open water will be created within the restoration area.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

   The proposed project is located on Viejas Boulevard approximately 90 feet south of River Drive. The Viejas Boulevard Bridge crosses over the Sweetwater River just north of the intersection of the river and Samagatuma Creek. To the west the project consists of non-native grassland, floodway, open water and southern willow scrub, while to the east there is a small isolated patch of southern coast live oak riparian forest. In addition, there is an area of developed land (graded pad) to the northeast. The river bottom is composed of sandbars and grandiorite boulders. The vegetation within the right-of-way is either ruderal grasses or exotic trees. Adjacent developed land consisting of a school, equestrian buildings, and residential buildings are to the northeast and southwest of the project.

10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

Permit Type/Action	**Agency**
401 Permit - Water Quality Certification	Regional Water Quality Control Board
404 Permit – Dredge and Fill	US Army Corps of Engineers (USACE)
1602 – Streambed Alteration Agreement	CA Department of Fish and Game (CDFG)
Section 7 - Consultation or Section 10a Permit – Incidental Take	US Fish and Wildlife Services (USFWS)

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agriculture Resources	☐ Air Quality
☑ Biological Resources	☐ Cultural Resources	☐ Geology & Soils
☐ Hazards & Haz. Materials	☐ Hydrology & Water Quality	☐ Land Use & Planning
☐ Mineral Resources	☐ Noise	☐ Population & Housing
☐ Public Services	☐ Recreation	☐ Transportation/Traffic
☐ Utilities & Service Systems	☐ Mandatory Findings of Significance	

DETERMINATION: (To be completed by the Lead Agency)
On the basis of this initial evaluation:

☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☑ On the basis of this Initial Study, the Department of Public Works finds that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ On the basis of this Initial Study, the Department of Public Works finds that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

Wendy Orth — Signature

4-13-2006 — Date

Wendy Orth — Printed Name

ENVIRONMENTAL PLANNER — Title

I. AESTHETICS -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: Scenic vistas are singular vantage points that offer unobstructed views of valued viewsheds, including areas designated as official scenic vistas along major highways or County designated visual resources. Based on a site visit completed by County of San Diego Environmental Services Unit (ESU) staff and the Draft Visual Impact Assessment for Viejas Boulevard Bridge Crossing the Sweetwater River (Estrada Land Planning, 2006) the proposed project is not located near or visible from a scenic vista and will not change the composition of an existing scenic vista. The project site is located in eastern San Diego County in the unincorporated community of Descanso, 90 feet south of the intersection of Viejas Boulevard and River Drive. Surrounding land uses include development to the northeast and southwest and undeveloped areas supporting native or naturalized vegetation to the east and west. The proposed project involves the replacement of an existing bridge in the same location. Therefore, the proposed project will not have any substantial adverse effect on a scenic vista.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: State scenic highways refer to those highways that are officially designated. A scenic highway is officially designated as a State scenic highway when the local jurisdiction adopts a scenic corridor protection program, applies to Caltrans for scenic highway approval, and receives notification from Caltrans that the highway has been designated as an official Scenic Highway. Based on a site visit completed by ESU staff and the Draft Visual Impact Assessment for Viejas Boulevard Bridge Crossing the Sweetwater River (Estrada Land Planning, 2006), the proposed project is not located near or visible within the same composite viewshed as a State scenic highway and will not change the visual composition of an existing scenic resource within a State scenic highway. Generally, the area defined within a State scenic highway is the land adjacent to and visible from the vehicular right-of-way. The dimension of a scenic highway is usually identified using a motorist's line of vision, but a reasonable boundary is selected when the view extends to the

distant horizon. The project site is located in eastern San Diego County in the unincorporated community of Descanso, 90 feet south of the intersection of Viejas Boulevard and River Drive. Surrounding land uses include development to the northeast and southwest and undeveloped areas supporting native or naturalized vegetation to the east and west. The proposed project involves the replacement of an existing bridge in the same location; however, the proposed bridge is larger. The primary visual impact would be from the loss of trees and the grading of the channel. In addition to a seed mix proposed to revegetate the river channel, southern coast live oak riparian scrub habitat will be designed around the new Sweetwater River channel. Fifty (50) five-gallon coast live oak trees will be planted along the southwestern stream bank. Therefore, the proposed project will not have any substantial adverse effect on a scenic resource within a State scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

☐	Potentially Significant Impact	☑	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Less than Significant Impact: The proposed project involves the replacement of an existing bridge in the same location. The Draft Visual Assessment (Estrada Land Planning, 2006) concludes that the proposed bridge replacement and its associated grading, vegetation removal, road paving and new guardrails will result in a negligible net decrease to visual quality. The following visual impact minimization measures have been incorporated into the project: the project footprint is similar to that of the existing bridge; the bridge design is a single span arch, which relates well in form to the surrounding area; the grading includes contour grading, tapering the new grades into the existing slopes, and providing a curved channel that undulates to create a more natural appearing creek bed; the bridge railings will be thin and visually penetrable to help preserve the existing views; the proposed rail design adds a wood plant-on to the galvanized railings to blend with the existing rural character of the region; the project area will be revegetated according to the Conceptual Mitigation Plan, which includes planting of 50 5-gallon coast live oak trees; and the natural light gray color of the concrete used for the proposed bridge will blend with the color of the rocks and soil of the valley. Therefore, the project will not significantly alter the existing visual character or quality of the project site and surrounding area.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project does not propose any use of outdoor lighting or building materials with highly reflective properties such as highly reflective glass or high-gloss surface colors. Since the bridge will be on a flat curve, with no elevation change, headlights will not project up into the air or increase the illuminated areas around the bridge. Therefore, the project will not create any new sources of light pollution that could contribute to skyglow, light trespass or glare and adversely affect day or nighttime views in area.

II. AGRICULTURE RESOURCES -- In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project site and surrounding areas do not contain any lands designated as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency. Therefore, no Prime Farmland, Unique Farmland, or Farmland of Statewide Importance will be converted to a non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project site is the approach road, bridge and adjacent land. While this land is currently either used for grazing cattle or vacant, the project and surrounding areas are not zoned for agricultural use, nor is the land under a Williamson Act Contract. Therefore, the project does not conflict with existing zoning for agricultural use, or a Williamson Act Contract.

c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The soils within the proposed project have been identified as Riverwash (Rm) and Reiff fine sandy loam (RkB) and are not prime agricultural soils, as identified on the soils map for the Conservation Element of the San Diego County General Plan. In addition, the project is for the replacement of an existing bridge in the same location; therefore, the proposed project site will not convert Farmland to non-agriculture use.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:

a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: Operation of the project will not result in emissions of significant quantities of criteria pollutants listed in the California Ambient Air Quality Standards or toxic air contaminants as identified by the California Air Resources Board. Therefore, the project will not conflict or obstruct with the implementation of the RAQS nor the SIP on a project or cumulative level.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact. The proposed project is the replacement of an existing bridge, and no significant source of either stationary or indirect air pollutants has been identified from the project that will contribute to the violation of any air quality standard or to an existing or projected air quality violation.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

San Diego County is presently in non-attainment for the 1-hour concentrations under the California Ambient Air Quality Standard (CAAQS) for Ozone (O_3). San Diego County is also presently in non-attainment for the annual geometric mean and for the 24-hour concentrations of Particulate Matter less than or equal to 10 microns (PM_{10}) under the CAAQS. O_3 is formed when volatile organic compounds (VOCs) and nitrogen oxides (NO_x) react in the presence of sunlight. VOC sources include any source that burns fuels (e.g., gasoline, natural gas, wood, oil); solvents; petroleum processing and storage; and pesticides. Sources of PM_{10} in both urban and rural areas include: motor vehicles, wood burning stoves and fireplaces, dust from construction, landfills, agriculture, wildfires, brush/waste burning, and industrial sources of windblown dust from open lands.

No impact: The project does not propose any construction and/or operation that have the potential to emit any criteria air pollutants. No increase in vehicular trips is anticipated as a result of the project. Further, grading associated with the proposed project would be minimal. As such, the project will not result in the in a cumulatively considerable net increase of PM_{10}, or any O_3 precursors.

d) Expose sensitive receptors to substantial pollutant concentrations?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Air quality regulators typically define sensitive receptors as schools (Preschool-12th Grade), hospitals, resident care facilities, or day-care centers, or other facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality.

Less Than Significant Impact: The following sensitive receptors have been identified within a quarter-mile (the radius determined by the SCAQMD in which the dilution of pollutants is typically significant) of the proposed project: Descanso Elementary School. However, based on review by the DPW staff, this project does not propose uses or activities that would result in exposure of the identified sensitive receptor to significant pollutant concentrations. In addition, the project will not contribute to a cumulatively considerable exposure of sensitive receptors to substantial pollutant concentrations because the proposed project has emissions below the screening-level criteria established by SDAPCD Rule 20.2 and by the SCAQMD CEQA air quality handbook section 6.2 and 6.3.

e) Create objectionable odors affecting a substantial number of people?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: No potential sources of objectionable odors have been identified in association with the proposed project. As such, no impact from odors is anticipated.

IV. BIOLOGICAL RESOURCES -- Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☑	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: The proposed project area has been found to support the federally endangered arroyo toad (*Bufo californicus*). The proposed project will temporarily impact 1.258 hectares (3.105 acres) and permanently impact 0.146 hectare (0.363 acre) of suitable/occupied habitat for this species. DPW acknowledges that the proposed project will result in

impacts to the arroyo toad and has, through consultation with the USFWS, identified the conservation measures outlined in the MND, the NES (November 2005), and Biological Assessment (December 2005) that are to be implemented in order to minimize impacts to the federally endangered arroyo toad (project and cumulative) to below the level of significance.

It is the County's opinion that with the incorporation of the proposed mitigation/minimization and conservation measures (resulting from numerous meetings and coordination with USFWS and CDFG), the impacts identified in the MND "do not have a significant effect on the environment", as defined in section 15065 of the CEQA Guidelines, which states that a project may have a significant effect if, "the project has a potential to *substantially* degrade the quality of the environment; *substantially* reduce the habitat of a fish or wildlife species; cause a fish or wildlife population to drop below self-sustaining levels; threaten to eliminate a plant or animal community; *substantially* reduce the number or restrict the range on an endangered, rare or threatened species…". The proposed project will not substantially degrade the quality of the environment, nor will it substantially reduce the habitat for the arroyo toad. The potential effect to the arroyo toad population located within the PIA would not cause the population to drop below self-sustaining levels, threatening the existence of the toad. Permanent impacts to toad habitat amount to 0.146 hectare (0.363 acre). The proposed design of the bridge itself incorporates design elements to reduce impacts to arroyo toads. With a single-span arch design bridge with two abutments placed in upland areas, no piers or footings would be placed in the waterway. The majority of the acreage impacts within the footprint are temporary, to facilitate construction of the proposed bridge structure. Furthermore, the mitigation measures that will be implemented before and after construction as coordinated with the USFWS and CDFG are reasonable and prudent.

Since project inception, the County has integrated avoidance and minimization measures into the project description as recommended by the USFWS and CDFG. Implementation of the proposed conservation measures will reduce the impacts to the arroyo toad to the greatest extent possible while still meeting the purpose and need for the bridge replacement project. These measures include construction of an exclusionary fence around the project site prior to construction, removing arroyo toads from the project footprint prior to construction activities, monitoring of the area by a qualified biologist, provision for a wildlife corridor through the area during the majority of the construction activities, scheduling of streambed intensive work outside of the arroyo toad breeding season, and restoration of the habitat after construction by re-contouring the river bottom to pre-construction conditions. Despite the coordination between all agencies to avoid and minimize impacts to the species, the County acknowledges that the effects of the project may potentially result in occasional impacts to, or "take" of, arroyo toads despite the incorporation of the proposed minimization measures.

During 2001, protocol surveys for the presence or absence of endangered, threatened, or rare plant or animal species or their habitats were conducted within the project site for the following species: arroyo toad and willowy monardella (*Monardella linioides* spp.*viminea*). In addition, habitat assessments for the southwestern willow flycatcher (*Empidonax traillii extimus*), least Bell's vireo (*Vireo bellii pusillus*), and coastal California gnatcatcher (*Polioptila californica californica*) were conducted in 2001 and 2005. It was concluded that the site did not support the willowy monardella and did not contain suitable habitat to support the southwestern willow flycatcher, least Bell's vireo, or the coastal California gnatcatcher and these species were not found to be present on-site and as the majority of the PIA and surrounding area is comprised of disturbed or developed areas, or non-native grassland that is currently being grazed by cattle. There is a low to moderate potential for the orange-throated whiptail (*Cnemidophorus hyperythrus beldingi*) and San Diego horned lizard (*Phrynosoma coronatum blainvilli*) to occur on-site, however, none were detected on-site during any of the biological surveys (NES, November 2005).

There is a high potential for Cooper's hawk (*Accipiter cooperii*) to forage on-site and nest within 500 feet of the project site (NES, November 2005) and suitable nesting habitat for migratory birds occurs within and adjacent to the project area. To avoid potential impacts to nesting raptors and migratory birds, all vegetation clearing shall occur outside the breeding season (defined as February 15 – August 31).

A single two-striped garter snake (*Thamnophis hammondii*), a California Species of Concern (CSC), was observed within the river corridor during a focused survey for the arroyo toad. Adverse impacts to this species are not anticipated to occur as only one individual was observed during one of the biological surveys.

It is the County's opinion that with the incorporation of the proposed mitigation/minimization and conservation measures, the impacts identified in the MND would be fully mitigated to below a level of significance.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☑	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: In order to minimize and mitigate for the impacts to sensitive habitats the County has redesigned aspects of the project and prepared an On-site Conceptual Mitigation Plan to restore and enhance the project impact areas and to create wetland habitat on-site. The

proposed bridge is designed to avoid and minimize permanent impacts to biological resources. Temporary impacts within the PIA are a result of construction activities, and all areas will be revegetated and restored. Permanent impacts will be fully mitigated through on-site creation as described in the On-site Conceptual Mitigation Plan (Appendix C to the NES). With the incorporation of the proposed avoidance, minimization, mitigation and conservation measures, the impacts identified in the MND would be fully mitigated to below a level of significance.

The project site contains 0.050 acre of southern willow scrub, 0.071 acre of southern coast live oak riparian forest, 0.186 acre of open water, 0.400 acre of floodway, 2.761 acres of non-native grassland, 0.050 acre of landscaped vegetation, 0.064 acre of disturbed habitat, and 0.956 acre of developed areas. Project construction will result in temporary and permanent impacts to these habitats as outlined in the table below.

HABITAT	HECTARE/ACREAGE WITHIN PIA	TEMPORARY IMPACT (HECTARE/ACRE)	PERMANENT IMPACT (HECTARE/ACRE)
NON-NATIVE GRASSLAND	1.118/2.761	0.983/2.427	0.135/0.334
FLOODWAY	0.162/0.400	0.157/0.387	0.005/0.013
SOUTHERN WILLOW SCRUB	0.020/0.050	0.019/0.047	0.001/0.003
OPEN WATER	0.075/0.186	0.072/0.179	0.003/0.007
SOUTHERN COAST LIVE OAK RIPARIAN	0.029/0.071	0.027/0.065	0.002/0.006
LANDSCAPED VEGETATION	0.020/0.050	0.020/0.050	0.00/0.00
DISTURBED HABITAT	0.026/0.064	0.020/0.050	0.006/0.014
DEVELOPED	0.387/0.956	0.387/0.956	0.00/0.00
TOTAL	**1.837/4.538**	**1.685/4.161**	**0.152/0.377**

Impacts to habitats will be mitigated at the following ratios:

- 1:1 for temporary impacts and 2:1 for permanent impacts to southern willow scrub and southern coast live oak riparian forest;
- 1:1 for temporary and permanent impacts to non-native grassland; and
- 1:1 for temporary and permanent impacts to floodway and open water.

It is the County's opinion that with the incorporation of the proposed mitigation/minimization and conservation measures, the impacts identified in the MND would be fully mitigated to below a level of significance.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☑	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: The proposed project would result in impacts to resources under the jurisdiction of the USACE, CDFG, and the RWQCB. As a result of the impacts to these jurisdictional areas, the applicant will apply for a Section 1602 Streambed Alteration Agreement from the CDFG, a Section 404 Permit from the USACE, and a Section 401 Permit from the RWQCB. Impacts will be mitigated as outlined in the previous sections and as outlined in the On-Site Conceptual Mitigation Plan (Appendix C to the NES).

The short and long-term impacts to the Sweetwater River are anticipated to be minor due to this section of river being characterized by its fluvial and depositional nature. The impacts to the morphological and geomorphologic conditions of the streambed from the construction of the new bridge are insignificant when compared to the impacts from the natural migration of the sand in the river. In addition, after construction of the replacement bridge and removal of the detour road, the Sweetwater River will be restored to its natural contours and pre-construction condition.

In order to minimize and mitigate for the impacts to wetlands an On-Site Conceptual Mitigation Plan has been prepared to restore and enhance the areas hydrological system. Aerial documentation of the bridge crossing at Sweetwater River from 1928 and 2001 reveal that the river has narrowed at this location. Channel grading of the banks is required to meet the Q100 design flood standard, a Federal Emergency Management Administration (FEMA) requirement of the Highway Bridge Replacement and Rehabilitation (HBRR) Funding program. Opening up the channel to the Q100 design would restore the river channel to a dimension closer to its historical width. Where the channel is widened, the stream banks will not be compacted in order to provide arroyo toad over wintering habitat. The channel grading along with habitat restoration will enhance the biological and hydrological conditions at the site.

It is the County's opinion that with the incorporation of the proposed mitigation/minimization and conservation measures, the impacts identified in the MND would be fully mitigated to below a level of significance.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☑	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Potentially Significant Unless Mitigation Incorporated: This reach of the Sweetwater River is occupied habitat for the arroyo toad. According to the NES (November 2005) the project area does not support habitat for sensitive avian species. Downstream reaches of the Sweetwater River contain habitat suitable for use as a wildlife corridor. In order to allow wildlife movement during construction of the bridge, the proposed project has been revised to include the installation of a temporary wildlife crossing to allow for continued wildlife movement through the project area during construction. The wildlife crossing will consist of 8 feet diameter culverts placed underneath the detour road buried with a 3-foot soft sand base. Wildlife would pass through the PIA underneath the detour road and be directed by silt/snow fencing. This wildlife corridor, installed in Phase 1, will allow continued wildlife movement through the project area during Phases 3-4. However, closure of the wildlife corridor will be required during removal of the detour road and project completion/clean-up (Phase 5). The design and schedule of the project were done in collaboration with the USFWS and CDFG to ensure that impacts to species migrating through the site are avoided and minimized to the maximum extent practicable. The bridge replacement project is temporary in nature, and because the new structure would be placed in the same location and alignment as the existing, this project will not result in potentially significant adverse effects to wildlife dispersal corridors.

It is the County's opinion that with the incorporation of the proposed mitigation/minimization and conservation measures, the impacts identified in the MND would be fully mitigated to below a level of significance.

e) Conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project would not conflict with the provisions of any adopted Habitat Conservation Plan, Natural Communities Conservation Plan, other approved local, regional or state habitat conservation plan or any other local policies or ordinances that protect biological resources. The proposed project is located outside of the boundaries of the Multiple Species Conservation Program. Therefore, conformance with the Multiple Species Conservation Program and the Biological Mitigation Ordinance is not required. The project site does not contain habitats subject to the Habitat Loss Permit/Coastal Sage Scrub Ordinance. Therefore, conformance to the Habitat Loss Permit/Coastal Sage Scrub Ordinance findings is not required. The proposed project, which is for the replacement of an existing bridge in the same location, is not subject to the Resource Protection Ordinance.

V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: Based on an analysis of records, a survey of the property by a County of San Diego certified archaeologist, and evaluation by the Department of Transportation – History, Architecture & Community Studies Branch, it has been determined that there are no impacts to historical resources because they do not occur within the project site.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: Based on an analysis of records and a survey of the property by a County of San Diego certified archaeologist, it has been determined that the project site does not contain any archaeological resources.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

☐	Potentially Significant Impact	☑	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Less Than Significant Impact: A review of the paleontological maps provided by the San Diego Museum of Natural History, combined with available data on San Diego County's geologic formations indicates that the project is located on geological formations that have moderate resource potential. Moderate resource potential is assigned to geologic formations known to contain paleontological localities with poorly preserved, elsewhere common, or stratigraphically unimportant fossil material. The moderate sensitivity category is also applied to geologic formations that are judged to have a strong, but unproven potential for producing important fossil remains.

However it has been determined the project will have a less than significant impact on paleontological resources because the project will not result in the permanent loss of paleontological information, because the project will not exceed the following excavation guidelines that indicate when a paleontological resource may be significantly impacted for areas with moderate resource potential:

a) The total excavation associated with the project does not exceed 2,000 cubic yards and not any portion of such excavation exceeds 10 feet in depth into the geologic formation; or
b) In situations where the geologic formation has been previously excavated and the total excavation associated with the project does not exceed 2,000 cubic yards; or
c) In situations where the project is located within 200 feet of a recorded fossil site and is within the same geologic formation as such site, the total excavation associated with the project is not more than 200 cubic yards and not any portion of such excavation exceeds 10 feet in depth.

The minimum graded cut depth of 10 feet is the approximate depth at which bedrock is unweathered and the depth at which unique paleontological resources can typically begin to be found. The excavation volume of 2,000 cubic yards is based on an excavation with a 20' x 10' footprint and a 10' depth. The excavation volume of 2,000

cubic yards was designed to address the patchy nature of many fossil occurrences and the observation that fossil discoveries increase in frequency with increasing volume of excavation. The excavation guidelines are based on discussions with City and County of San Diego staff and professional opinions of paleontological experts from the San Diego Natural History Museum. Therefore, because the project will not exceed the excavation guidelines the project will not result in the permanent loss of significant paleontological information. Moreover, the project will not contribute to a cumulatively considerable loss of information, because all projects in the area with moderate resource potential are required to have a paleontological monitor during grading operations if these guidelines are exceeded.

d) Disturb any human remains, including those interred outside of formal cemeteries?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: Based on an analysis of records and a survey of the property by a County of San Diego certified archaeologist, it has been determined that the project will not disturb any human remains because the project site does not include a formal cemetery or any archaeological resources that might contain interred human remains.

VI. GEOLOGY AND SOILS -- Would the project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project is not located in a fault rupture hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997, Fault-Rupture Hazards Zones in California. Also, a site visit conducted by Group Delta Consultants on August 18, 2000 and the Structure Foundation Report (Group Delta 2001) concluded that no other substantial evidence of recent (Holocene) fault activity is present within the project site. Therefore, there will be no impact from the

exposure of people or structures to adverse effects from a known hazard zone as a result of this project.

ii. Strong seismic ground shaking?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project is not located in a hazard zone identified by the Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1994, Fault-Rupture Hazards Zones in California. The closest known fault to the bridge site is the Elsinore Fault 15 miles (24 kilometers) away. Also, a site visit conducted by Group Delta Consultants staff on August 18, 2000 did not identify any features that would indicate landslides or the potential for liquefaction (Group Delta 2001).

iii. Seismic-related ground failure, including liquefaction?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: A site visit conducted by Group Delta Consultants staff on August 18, 2000 did not identify any features that would indicate landslides or the potential for liquefaction (Group Delta 2001). Therefore, there will be no impact from the exposure of people to adverse effects from a known area susceptible to ground failure.

iv. Landslides?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The site is not located within a landslide susceptibility zone. Also, the Structure Foundation Report (Group Delta 2001) has determined that the geologic environment of the project area is not located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity.

b) Result in substantial soil erosion or the loss of topsoil?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: According to the Soil Survey of San Diego County, the soils on-site are identified as Riverwash (in the stream bottom) and Rieff sandy loam (2-5% slopes; on the banks). These soils have a soil erodibility rating of "slight" as indicated by the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973. According to the Structure Foundation report (Group Delta 2001) it has been determined that the proposed bridge project is located on solid granodiorite overlain with silty sand. In addition, the slopes within the project site are less than 15 feet in vertical height and erosion control measures have been adequately addressed through the implementation of all Best Management Practices (BMPs) that will address equipment operation, materials management, and prevention of erosion through hydroseeding and restoring cut slopes and graded areas after construction. Due to these factors, it has been found that the project will not result in substantial soil erosion or the loss of topsoil.

c) Will the project produce unstable geological conditions that will result in adverse impacts resulting from landslides, lateral spreading, subsidence, liquefaction or collapse?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is not located on or near geological formations that are unstable or would potentially become unstable as a result of the project. According to the Structure Foundation report (Group Delta 2001), no geological formations or features were noted on site that would produce unstable geological conditions as a result of the project. For further information refer to VI Geology and Soils, Question a., i-iv listed above.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project does not contain expansive soils as defined by Table 18-I-B of the Uniform Building Code (1994). The soils on-site are Riverwash (in the stream bottom) and Rieff fine sandy loam (2-5% slopes; on the banks) (USDA 1973). These soils have a shrink-swell behavior of low and represent no substantial risks to life or property. Therefore, the project will not create a substantial risk to life or property. This was confirmed by staff review of the Soil Survey for the San Diego Area, prepared by the US Department of Agriculture, Soil Conservation and Forest Service dated December 1973.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location. The project does not propose any septic tanks or alternative wastewater disposal systems since no wastewater will be generated.

VII. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project will not create a significant hazard to the public or the environment because it does not propose the storage, use, transport, emission, or disposal of Hazardous Substances, nor are Hazardous Substances proposed or currently in use in the immediate vicinity (personal communication with Dr. Rajan, County of San Diego). Timber railings containing lead would be removed from the project site per Caltrans procedures and specifications.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project will not contain, handle, or store any potential sources of chemicals or compounds that would present a significant risk of accidental explosion or release of hazardous substances. Timber railings containing lead would be removed from the project site per Caltrans procedures and specifications.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: Although the project is located within one-quarter mile of an existing school, the project does not propose the handling, storage, or transport of hazardous materials. Therefore, the project will not have any effect on an existing or proposed school. Timber railings containing lead would be removed from the project site per Caltrans procedures and specifications.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is not located on a site listed in the State of California Hazardous Waste and Substances sites list compiled pursuant to Government Code Section 65962.5.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports or within two miles of a public airport. Also, the project does not propose construction of any structure equal to or greater than 150 feet in height, constituting a safety hazard to aircraft and/or operations from an airport or heliport. Therefore, the project will not constitute a safety hazard for people residing or working in the project area.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is not within one mile of a private airstrip. As a result, the project will not constitute a safety hazard for people residing or working in the project area.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

The following sections summarize the project's consistency with applicable emergency response plans or emergency evacuation plans.

i. OPERATIONAL AREA EMERGENCY PLAN:

No Impact: The project is for the replacement of an existing bridge in the same location. A detour road will be provided during construction of the bridge to ensure continued access through the project area. Therefore, the project would not impair implementation of or physically interfere with any operational area emergency plans.

ii. SAN DIEGO COUNTY NUCLEAR POWER STATION EMERGENCY RESPONSE PLAN

No Impact: The San Diego County Nuclear Power Station Emergency Response Plan will not be interfered with by the project due to the location of the project and the plant and the specific requirements of the plan. The emergency plan for the San Onofre Nuclear Generating Station includes an emergency planning zone within a 10-mile radius. All land area within 10 miles of the plant is not within the jurisdiction of the unincorporated County and as such a project in the unincorporated area is not expected to interfere with any response or evacuation.

iii. OIL SPILL CONTINGENCY ELEMENT

No Impact: The Oil Spill Contingency Element will not be interfered with because the project is not located along the coastal zone or coastline.

iv. EMERGENCY WATER CONTINGENCIES ANNEX AND ENERGY SHORTAGE RESPONSE PLAN

No Impact: The Emergency Water Contingencies Annex and Energy Shortage Response Plan will not be interfered with because the project does not propose altering major water or energy supply infrastructure, such as the California Aqueduct.

v. DAM EVACUATION PLAN

No Impact: The project lies outside any mapped dam inundation area for major dams/reservoirs within San Diego County, as identified on inundation maps prepared by the dam owners so it will not interfere with the County of San Diego Operational Site Specific Dam Failure Evacuation Data Plans.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge in the same location. Therefore, it would not expose people or structures to a significant risk of loss, injury or death involving wildland fires.

i) Expose people to significant risk of injury or death involving vectors, including mosquitoes, rats or flies?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location. Therefore, the project will not expose people to significant risk of injury or death involving vectors.

VIII. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any waste discharge requirements?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: The project proposes the replacement of an existing bridge in the same location. A water pollution control plan will be developed to address water quality downstream from the project site. The plan will address issues including siltation and flow velocities, so that the downstream flows do not exceed the natural rate and sediment load of the river. The project site proposes and will be required to implement BMP's to reduce potential pollutants to the maximum extent practicable from entering storm water runoff. A Water Quality Report (Burns & McDonnell 2005) has been prepared in accordance with the Watershed Protection, Stormwater Management, and Discharge Control Ordinance and the Stormwater Standards Manual, which concluded that pollutant concentrations are not anticipated to increase significantly as a result of the proposed project. In addition, a Water Quality Certification will be obtained from the RWQCB and all conditions of the certification will be implemented. Therefore, the project will not contribute to a cumulatively considerable impact to water quality from waste discharges.

b) Is the project tributary to an already impaired water body, as listed on the Clean Water Act Section 303(d) list? If so, could the project result in an increase in any pollutant for which the water body is already impaired?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: The Sweetwater River has been identified as an impaired water body for Coliform bacteria and metals. However, the proposed project will replace an existing bridge in the same location, and does not propose to generate any of these identified pollutants, or propose land use activities which will contaminate surface water sources so as to decrease the quality of surface water to below standards as established by the San Diego Regional Water Quality Control Board's (SDRWQCB's) Basin Plan, Surface Water Quality Objectives. In addition, BMPs (as outlined in the Water Quality Report prepared by Burns & McDonnell [2005]) will be implemented during construction to ensure that any potential pollutants will be reduced in any runoff to receiving waters.

c) Could the proposed project cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge in the same location. BMPs will be implemented during construction to ensure that receiving waters are not polluted and that beneficial uses are not degraded. Therefore, the proposed project would not cause or contribute to an exceedance of applicable surface or groundwater receiving water quality objectives or degradation of beneficial uses

d) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project is the replacement of an existing bridge in the same location. The project will not use any groundwater for any purpose, including irrigation, domestic or commercial demands. Therefore, no impact to groundwater resources is anticipated.

e) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?

☐	Potentially Significant Impact	☑	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Less Than Significant Impact: The project proposes the replacement of an existing bridge in the same location. As outlined in the Water Quality Report (Burns & McDonnell 2005), the project, due to the widening and straightening of the riverbed to allow for Q100 flood conveyance, will result in a decrease in stream flow velocities and head loss. It is not anticipated that the slight increase in flow from the proposed bridge will significantly increase erosion in the river, because rock slope protection will be installed where storm water flow exits the roadway via overside drains and where the proposed 750 mm (29.5 inch) CMP drain discharges to the river. BMP's will be implemented to ensure water quality. Potential types of BMPs that may be implemented include those listed in the table below:

- Silt fence
- Street sweeping and vacuuming
- Sand Bag Barrier
- Stockpile management (for erosion control)
- Stabilized construction entrance/exit
- Paving and grinding operations
- Gravel bag berm
- Material delivery and storage
- Hydroseeding
- Vehicle and equipment fueling
- Pile driving operations
- Fiber rolls
- Storm drain inlet protections
- Wind erosion control
- Solid waste management (litter and trash)
- Material Use
- Hazardous waste management
- Concrete waste management
- Sanitary/Septic waste management
- Spill prevention and control
- Soil binders
- Illicit connection/illegal discharge detection and reporting

Due to these factors, it has been found that the project will not result in significantly increased erosion or sedimentation potential and will not alter any drainage patterns of the site or area on- or off-site. In addition, because erosion and sedimentation will be controlled within the boundaries of the project, the project will not contribute to a

cumulatively considerable impact. For further information on soil erosion refer to VI., Geology and Soils, Question b.

f) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?

☐	Potentially Significant Impact	☑	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Less Than Significant Impact: According to the Water Quality Report (Burns & McDonnell 2005) and the Hydraulics report (Howard H. Chang Consultants 2000), although the width and length of the new bridge and associated roadway will increase to allow for Q100 flood conveyance, storm water flow from the project area will not change from existing volumes. The increase in impervious pavement can potentially lead to more roadway pollutants being collected and discharged to the river when compared to the existing runoff; however, these river pollutant concentrations are not anticipated to increase significantly since the proposed bridge will not carry more traffic than the existing bridge.

It is not anticipated that the slight increase in flow from the proposed bridge will significantly increase erosion in the river, because rock slope protection will be installed where storm water flow exits the roadway via overside drains and where the proposed 750 mm (29.5 inch) CMP drain discharges to the river.

Additionally, due to the widening and straightening of the riverbed, stream flow velocities and head loss will decrease locally. Therefore, the project will not substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner, which would result in flooding on- or off-site.

g) Create or contribute runoff water that would exceed the capacity of existing or planned storm water drainage systems?

☐	Potentially Significant Impact	☑	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Less Than Significant Impact: According to the Water Quality Report (Burns & McDonnell 2005) and the Hydraulics report (Howard H. Chang Consultants 2000), although the width and length of the new bridge and associated roadway will

increase, storm water flow from the project area will not change from existing volumes. The increase in impervious pavement can potentially lead to more roadway pollutants being collected and discharged to the river when compared to the existing runoff; however, these river pollutant concentrations are not anticipated to increase significantly since the proposed bridge will not carry more traffic than the existing bridge.

It is not anticipated that the slight increase in flow from the proposed bridge will significantly increase erosion in the river, because rock slope protection will be installed where storm water flow exits the roadway via overside drains and where the proposed 750 mm (29.5 inch) CMP drain discharges to the river.

Additionally, due to the widening and straightening of the riverbed, stream flow velocities and head loss will decrease locally.

h) Provide substantial additional sources of polluted runoff?

☐	Potentially Significant Impact	☑	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Less Than Significant Impact: According to the Water Quality Report (Burns & McDonnell 2005) and the Hydraulics report (Howard H. Chang Consultants 2000), although the width and length of the new bridge and associated roadway will increase, storm water flow from the project area will not change from existing volumes. The increase in impervious pavement can potentially lead to more roadway pollutants being collected and discharged to the river when compared to the existing runoff; however, these pollutant concentrations are not anticipated to increase significantly since the proposed bridge will not carry more traffic than the existing bridge.

i) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge in the same location. Therefore, the project would not place housing within a 100-year

flood hazard as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map, including County Floodplain Maps.

j) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location and is designed to convey the 100-year flood flows. Therefore, the project would not place within a 100-year flood hazard area structures that would impede or redirect flows.

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project lies outside any mapped dam inundation area for major dams/reservoirs within San Diego County. The proposed replacement bridge will lie above the elevation of the 100-year flood. In addition, during construction culverts will transport stream flow under a detour road. Therefore, the proposed project would not expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam.

l) Inundation by seiche, tsunami, or mudflow?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

i. SEICHE

No Impact: The project site is not located along the shoreline of a lake or reservoir; therefore, could not be inundated by a seiche.

ii. TSUNAMI

No Impact: Tsunami – The project site is located more than a mile from the coast; therefore, in the event of a tsunami, would not be inundated.

iii. MUDFLOW

No Impact: Mudflow is a type of landslide. The site is not located within a landslide susceptibility zone. Also, the Structure Foundation Report (Group Delta 2001) has determined that the geologic environment of the project area is not located within an area of potential or pre-existing conditions that could become unstable in the event of seismic activity. Therefore, it is not anticipated that the project will expose people or property to inundation due to a mudflow.

IX. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project involves the replacement on an existing bridge in the same location. Therefore, the proposed project will not significantly disrupt or divide the established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

☐	Potentially Significant Impact	☑	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☐	No Impact

Discussion/Explanation:

Less Than Significant Impact: The proposed project is located within the Central Mountain Subregional Plan – Descanso Sponsor Group. One goal of the community plan is to preserve and protect the existing vegetation, wildlife and other natural resources. It is also the goal of the General Plan as well as the community plan to provide the infrastructure for a transportation system, and to provide safe access to bicyclists, pedestrians and equestrians within the circulation system. In order to provide the necessary transportation system by the replacement of a structurally

deficient bridge, temporary and permanent impacts will occur to wildlife, and wildlife habitat in the immediate vicinity of the bridge.

It is proposed to mitigate for habitat impacts after construction by returning the Sweetwater riverbed back to its original contours and to restore, create, and enhance the southern willow scrub and southern coast live oak riparian habitat. Restoration/creation will also mitigate impacts to open-water, floodway, and non-native grassland.

The proposed project has the potential to adversely affect the arroyo toad (*Bufo californicus*) and its habitat. Avoidance, minimization and conservation measures will ensure that the proposed project will not jeopardize the continued existence of this species.

To avoid potential impacts to nesting raptors (such as Cooper's hawk [*Accipiter cooperii*]) and migratory birds, all clearing of vegetation will occur outside the breeding season (defined as February 15 – August 31).

The project will not be in conflict with surrounding land uses, or zoning as it is proposed to replace an existing bridge identified on the Circulation Element and the County Bicycle network as per the General Plan. In addition, a temporary construction easement will be obtained on the adjacent property for the construction of a detour road.

X. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project will not result in a loss of availability of a known significant mineral resource that would be of value to the region, as the project is not located in a significant mineral resource area, as identified on maps prepared by the Department of Conservation, Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1996). Also, on a site visit conducted by ESU staff on June 15, 2001 no past or present mining activities were identified on the project.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project will not result in a loss of availability of a known significant mineral resource that would be of value to the region, as the project is not located in a significant mineral resource area, as identified on maps prepared by the Department of Conservation, Division of Mines and Geology (Update of Mineral Land Classification: Aggregate Materials in the Western San Diego Production-Consumption Region, 1996). Also, on a site visit conducted by ESU staff on June 15, 2001 no past or present mining activities were identified on the project.

XI. NOISE -- Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location. The project will not expose people to or generate any noise levels that exceed the allowable limits of the County of San Diego Noise Element of the General Plan, County of San Diego Noise Ordinance, and other applicable local, State, and Federal noise control regulations.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

☐ Potentially Significant Impact
☐ Less than Significant Impact with Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge in the same location. The project would not exposure people to or generate excessive groundborne vibration or groundborne noise levels.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location and would not result in increased traffic in the project area. The project would not result in a substantial permanent increase in existing ambient noise levels in the project vicinity.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location and would not increase traffic in the project area. The temporary increase over existing ambient levels for general construction noise is not expected to exceed the construction noise limits of the County of San Diego Noise Ordinance (Section 36-410), which are derived from State regulation to address human health and quality of life concerns. Construction operations will occur only during permitted hours of operation pursuant to Section 36-410 (i.e., from 7:00 am to 7:00 pm). Therefore, the project would not result in a substantial temporary or periodic increase in existing ambient noise levels in the project vicinity.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is not located within a Comprehensive Land Use Plan (CLUP) for airports or within 2 miles of a public airport or public use airport.

Therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project is not located within a one-mile vicinity of a private airstrip; therefore, the project will not expose people residing or working in the project area to excessive airport-related noise levels.

XII. POPULATION AND HOUSING -- Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project will not induce substantial population growth in an area because the project does not propose any physical or regulatory change that would remove a restriction to or encourage population growth in an area including, but limited to the following: new or extended infrastructure or public facilities; new commercial or industrial facilities; large-scale residential development; accelerated conversion of homes to commercial or multi-family use; or regulatory changes including General Plan amendments, specific plan amendments, zone reclassifications, sewer or water annexations; or LAFCO annexation actions.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge in the same location and therefore will not displace any existing housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The proposed project will not displace a substantial number of people since the project consists of the replacement of an existing bridge in the same location.

XIII. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

i. Fire protection?
ii. Police protection?
iii. Schools?
iv. Parks?
v. Other public facilities?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: As the project is for the replacement of an existing bridge in the same location, it will not result in the need for significantly altered services or facilities. The project does not involve the construction of new or physically altered governmental facilities including but not limited to fire protection facilities, sheriff facilities, schools, or parks in order to maintain acceptable service ratios, response times or other performance service ratios or objectives for any public services. Therefore, the project will not have an adverse physical effect on the environment

because the project does not require new or significantly altered services or facilities to be constructed.

XIV. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project does not propose any residential use, including but not limited to a residential subdivision, mobile home park, or construction for a single-family residence that may increase the use of existing neighborhood and regional parks or other recreational facilities in the vicinity.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project does not include recreational facilities or require the construction or expansion of recreational facilities. Therefore, the construction or expansion of recreational facilities cannot have an adverse physical effect on the environment.

XV. TRANSPORTATION/TRAFFIC -- Would the project:

a) Cause an increase in traffic that is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location. During construction, a detour road will maintain the current level of service along Viejas Boulevard. Existing traffic volumes and road capacity will not be affected.

b) Exceed, either individually or cumulatively, a level of service standard established by the County congestion management agency for designated roads or highways?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location. During construction, a detour road will maintain the current level of service along Viejas Boulevard. Existing traffic volumes and road capacity will not be affected.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is located outside of an Airport Master Plan Zone and is not adjacent to any public or private airports; therefore, the project will not result in a change in air traffic patterns.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project will not alter traffic patterns, roadway design, or place incompatible uses (e.g., farm equipment) on existing roadways.

e) Result in inadequate emergency access?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge that would not have any effect on services or facilities. There would be no effect on emergency access as a detour road has been designed to maintain traffic and pedestrian flow along Viejas Boulevard during construction.

f) Result in inadequate parking capacity?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge that will have no effect on parking capacity on-site or off-site. While the detour road is being utilized, adequate temporary parking for construction vehicles is available along the closed portions of Viejas Boulevard and Riverside Drive.

g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge in the same location. The project will not result in a potentially significant hazard or barrier for pedestrians or bicyclists. The proposed bridge will have a bike lane on each side of the roadway with a pedestrian bridge on the west side of the bridge, which will be separated from vehicular traffic by a railing. During construction, a detour road will be provided to allow continued traffic flow through the area.

XVI. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project does not involve any uses that will discharge any wastewater to sanitary sewer or on-site wastewater systems (septic). Therefore, the project will not exceed any wastewater treatment requirements.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge in the same location and does not include new or expanded water or wastewater treatment facilities. In addition, the project does not require the construction or expansion of water or wastewater treatment facilities. Therefore, the project will not require any construction of new or expanded facilities, which could cause significant environmental effects.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☑ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

Less Than Significant Impact: According to the Water Quality Report (Burns & McDonnell 2005) and the Hydraulics report (Howard H. Chang Consultants 2000), although the width and length of the new bridge and associated roadway will increase, storm water flow from the project area will not change from existing volumes. The increase in impervious pavement can potentially lead to more roadway pollutants being collected and discharged to the river when compared to the existing runoff; however, these pollutant concentrations are not anticipated to increase significantly since the proposed bridge will not carry more traffic than the existing bridge.

It is not anticipated that the slight increase in flow from the proposed bridge will significantly increase erosion in the river, because rock slope protection will be installed where storm water flow exits the roadway via overside drains and where the proposed 750 mm (29.5 inch) CMP drain discharges to the river.

Additionally, due to the widening and straightening of the riverbed, stream flow velocities and head loss will decrease locally.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project does not involve or require water services from a water district. The project is for the replacement of an existing bridge that does not rely on water service for any purpose.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The proposed project is for the replacement of an existing bridge and will not produce any wastewater; therefore, the project will not interfere with any wastewater treatment providers' service capacity.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

☐ Potentially Significant Impact
☐ Potentially Significant Unless Mitigation Incorporated
☐ Less than Significant Impact
☑ No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: The project is for the replacement of an existing bridge and will not generate any solid waste nor place any burden on the existing permitted capacity of any landfill or transfer station within San Diego County. Therefore, compliance with any Federal, State, or local statutes or regulation related to solid waste is not applicable to this project.

XVII. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No Impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory were considered in the response to each question in sections IV and V of this form. In addition to project specific impacts, this evaluation considered the projects potential for significant cumulative effects. Resources that have been evaluated as significant would be potentially impacted by the project, particularly sensitive biological resources. However, mitigation (i.e., habitat based mitigation for impacts to sensitive vegetation communities, revegetation/creation for

impacts to wetlands and other waters, and conservation measures for potential impacts to sensitive species) has been included that clearly reduces these effects to a level below significance (as discussed in Section IV)**.** As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No impact: Per the instructions for evaluating environmental impacts in this Initial Study, the potential for adverse cumulative effects were considered in the response to each question in sections I through XVI of this form. In addition to project specific impacts, this evaluation considered the projects potential for incremental effects that are cumulatively considerable. A review was done of pending discretionary actions in the area and no proposed Department of Public Works or Department of Planning and Land Use projects are known at this time. As a result of this evaluation, there is no substantial evidence that there are cumulative effects associated with this project (See NES prepared for the proposed project). Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Potentially Significant Unless Mitigation Incorporated	☑	No Impact

Discussion/Explanation:

No impact: In the evaluation of environmental impacts in this Initial Study, the potential for adverse direct or indirect impacts to human beings were considered in the response to certain questions in sections I. Aesthetics, III. Air Quality, VI. Geology and Soils, VII. Hazards and Hazardous Materials, VIII Hydrology and Water Quality XI. Noise, XII. Population and Housing, and XV. Transportation and Traffic. As a result of this evaluation, there is no substantial evidence that there are adverse effects on human beings associated with this project. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

XVIII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

All references to Federal, State and local regulation are available on the Internet. For Federal regulation refer to http://www4.law.cornell.edu/uscode/. For State regulation refer to www.leginfo.ca.gov. For County regulation refer to www.amlegal.com. All other references are available upon request.

Alquist-Priolo Earthquake Fault Zoning Act, Special Publication 42, Revised 1997.

American Planning Association, Planning Advisory Service Report Number 476.

American Planning Association, Zoning News, "Saving Homes from Wildfires: Regulating the Home Ignition Zone," May 2001.

Archaeological, Paleontological, and Historic Sites, (PRC §5097-5097.6), California Public Resources Code.

Biological Assessment for the Viejas Boulevard Bridge Replacement Project, December 2005

California Aeronautics Act, Public Utilities Code, Section 21001 et seq. California Building Code (CBC), Seismic Requirements, Chapter 16 Section 162.

California Code of Regulations (CCR), Title 14. Natural Resources Division, CIWMB and Title 27, Environmental Protection Division 2, Solid Waste.

California Department of Conservation Division of Mines and Geology, Fault-Rupture Hazard Zones in California, Special Publication 42, revised 1997.

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California Department of Conservation, Farmland Mapping and Monitoring Program, "A Guide to the Farmland Mapping and Monitoring Program," November 1994.

California Department of Conservation, Office of Land Conversion, "California Agricultural Land Evaluation and Site Assessment Model Instruction Manual," 1997.

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California Department of Fish and Game (CDFG). Southern California Coastal Sage Scrub Natural Community Conservation Planning Process Guidelines. CDFG and California Resources Agency, Sacramento, California. 1993.

California Department of Mines and Geology, Special Report 153.

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CALIFORNIA DEPARTMENT OF TRANSPORTATION, ENVIRONMENTAL PROGRAM ENVIRONMENTAL ENGINEERING – NOISE, AIR QUALITY, AND HAZARDOUS WASTE MANAGEMENT OFFICE. "TRAFFIC NOISE ANALYSIS PROTOCOL FOR NEW HIGHWAY CONSTRUCTION AND RECONSTRUCTION PROJECTS," OCTOBER 1998.

California Department of Water Resources, California Water Plan Update. Sacramento: Dept. of Water Resources State of California. 1998.

California Department of Water Resources, California's Groundwater Update 2003 Bulletin 118, April 2003.

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California Education Code, Section 17215 and 81033.

California Emergency Services Act Government Code, Title 2, Division 1, Chapter 7 § 8585-8589.

California Emergency Services Act, Government Code, Title 2, Division 1, Chapter 7 § 8585-8589.

California Environmental Quality Act, CEQA Guidelines, 2003.

CALIFORNIA ENVIRONMENTAL QUALITY ACT, PUBLIC RESOURCES CODE 21000-21178; CALIFORNIA CODE OF REGULATIONS, GUIDELINES FOR IMPLEMENTATION OF CEQA, APPENDIX G, TITLE 14, CHAPTER 3, §15000-15387.

California Farmland Conservancy Program, 1996.

California General Plan Glossary of Terms, 2000.

California Health & Safety Code Chapter 6.95 and §25316 and §25117.

California Health & Safety Code Section 2000-2067.

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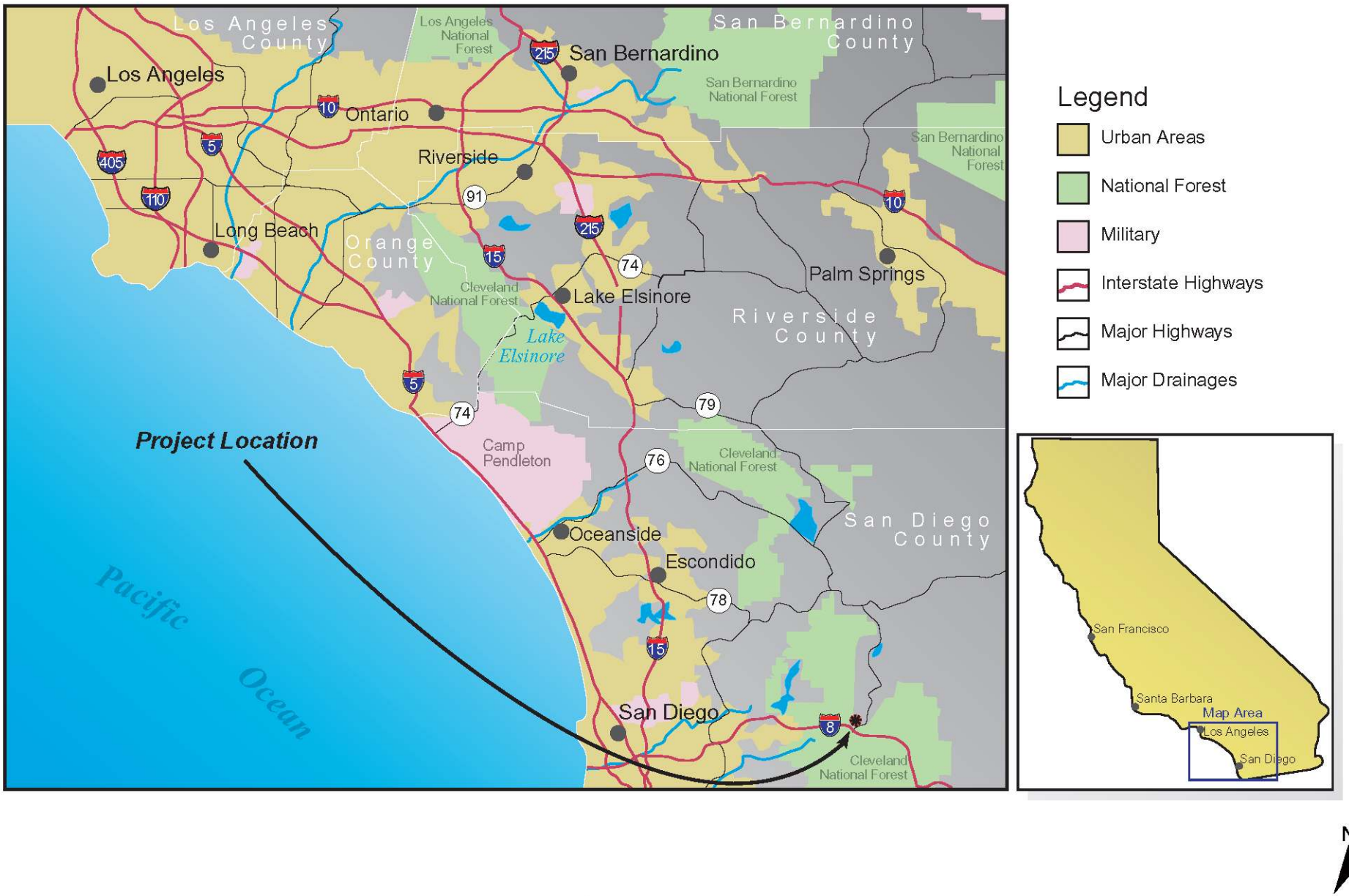


Map Not to Scale

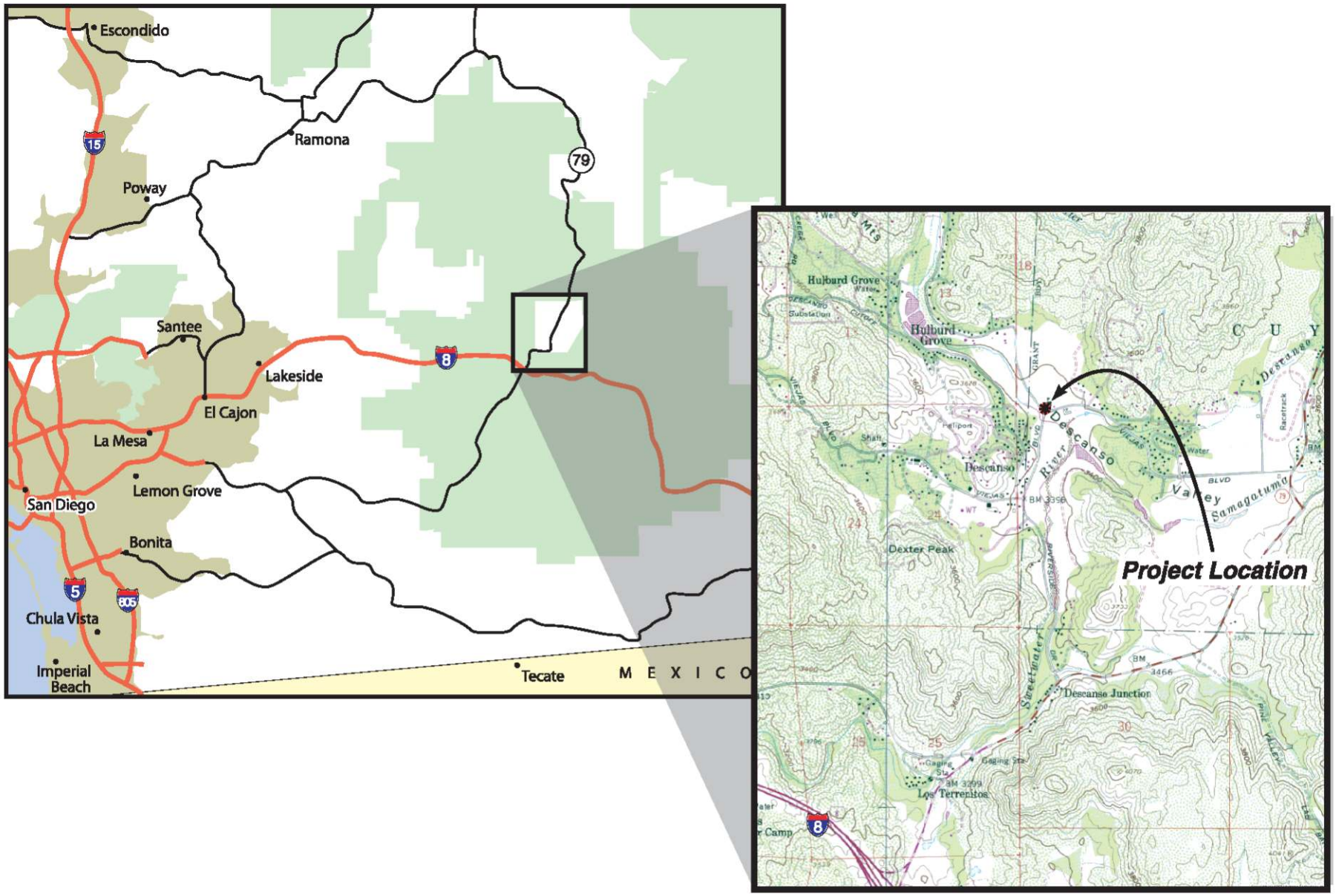
FIGURE 1

Regional Location Map

San Diego County Department of Public Works

Viejas Bridge Replacement Biological Assessment

G/Projects/County DPW/Viejas/Graphics/NES/Fig-1.cdr (9/29/05)



Source : USGS 7.5' Descanso & Viejas Mtn. Quadrangles

FIGURE 2

Project Vicinity Map

San Diego County Department of Public Works

Viejas Bridge Replacement Biological Assessment